[4910-1	BEONOURRENCES
	POUTING SYMBOL
DEPARTMENT OF TRANSPORTATION	ANM - 114
Federal Aviation Administration	DATE
14 CFR Part 39	H Z3 D9
[Docket No. FAA-2009-***; Directorate Identifier 2009-NM-053-AD;	ANM - 101 INITIALS/SIGNATURE
15900 Amendment 39-****; AD <del>2009-**-**</del>	DATE
RIN 2120-AA64	ANW - 100
Airworthiness Directives; Bombardier Model CL-600-2B19 (Regional Jet Series 10	
and 440) Airplanes	POUTING SYMBOL
AGENCY: Federal Aviation Administration (FAA), Department of Transportation	INITIALSSIGNATURE
(DOT).	DATE
ACTION: Final rule; request for comments.	ROUTING SYMBOL
SUMMARY: We are adopting a new airworthiness directive (AD) for the products l	INTIALSSIGNATURE
above. This AD results from mandatory continuing airworthiness information (MCA	
originated by an aviation authority of another country to identify and correct an unsal	ROUTING SYMBOL  INITIALS/SIGNATURE
condition on an aviation product. The MCAI describes the unsafe condition as:	DATE
A number of Flap Actuators with P/N [part number] 601R93101-21 and 601R93101-25 were identified as	ROUTING SYMBOL
having pinion gears that did not have acceptable certificates of conformance from the supplier. This condition could	INITIALS/SIGNATURE
result in flap failure. * * *	DATE
Failure of the flap actuator pinion gear set could cause the right or left inboard panel	
disconnect, which could result in flap asymmetry and consequent reduced controllab	INITIALS/SIGNATURE  I ITY  DATE
of the airplane. This AD requires actions that are intended to address the unsafe cond	ition
described in the MCAI.	

[4910-13-P]

MIDO-46

Behonick

LGB-AEG

INCLALS/SIG R. Ralston

SEE ATTHOMERS

ROUTING SYMBOL ANE-171

ANE-171

ANE-171

ANE-170

A. Socias

## DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

|Docket No. FAA-2009-\*\*\*\*\*; Directorate Identifier 2009-NM-053-AD;

Amendment 39-\*\*\*\*: AD 200\*-\*\*-\*\*I

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-600-2B19 (Regional Jet Series 100 and 440) Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

> A number of Flap Actuators with P/N [part number] 601R93101-21 and 601R93101-25 were identified as having pinion gears that did not have acceptable certificates of conformance from the supplier. This condition could result in flap failure. \* \* \*

Failure of the flap actuator pinion gear set could cause the right or left inboard panel to disconnect, which could result in flap asymmetry and consequent reduced controllability of the airplane. This AD requires actions that are intended to address the unsafe condition described in the MCAI.

[4910-13-P]

## DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2009-\*\*\*\*; Directorate Identifier 2009-NM-053-AD;

Amendment 39-\*\*\*\*\*: AD 200\*-\*\*-\*\*]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-600-2B19 (Regional Jet Series 100 and 440) Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

> A number of Flap Actuators with P/N [part number] 601R93101-21 and 601R93101-25 were identified as having pinion gears that did not have acceptable certificates of conformance from the supplier. This condition could result in flap failure.

Failure of the flap actuator pinion gear set could cause the right or left inboard panel to disconnect, which could result in flap asymmetry and consequent reduced controllability of the airplane. This AD requires actions that are intended to address the unsafe condition described in the MCAI.

MIDO-46

DATE

INITIALS/SIG

G. Behonick

LGB-AEG

R2 Ralston

04 09 2009

ANE-171

NITIALS/SIG C. Alfano

ROUTING SYMBOL ANE-171

INITIALS/SIG D. Parrillo

ROUTING SYMBO ANE-171

INITIALS/SIG

A. Gallo DATE

ROUTING SYMBO ANE-170

INTETALS SIG A. Socias

ROUTING SYMBO

INITIALS/S/G

DATE

ROLLTING SYMBOL

INITIALS/SIG